



INTERNATIONAL UNION
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e-News

Rail Security

Great success of the 8th UIC World Congress on Railway Security

“Bratislava Concluding Statement”

The 8th UIC World Congress on Railway Security, which was held in Bratislava, Slovak Republic, from 25 – 26 October 2012, was a great success. More than 120 delegates from 26 countries (Africa, America, Asia and Europe) attended the event, representing the major players involved in rail and transport security issues: railway security managers, representatives of international organisations, the rail supply industry, and universities.

Jointly organised between UIC and Slovakian Railways ZSSK, ZSSK Cargo and ZSR, this important Congress mainly dedicated to the role of human factors in railway security strategies



decided to disseminate the main results already available in UIC leaflet form and to continue the work on this topic with the interested UIC members. It highlighted the importance of the European research projects in order to enable the railways to be better prepared for future security challenges.



The final demonstration of the Protectrail project (which held its mid-term conference the day before the Congress), will take place in Poland during the last quarter of 2013. Beside the permanent work and the running of the working bodies of the security platform which remain open to UIC members, some important events are already planned for 2013: a Security and Safety seminar in Morocco organised with ONCF, a working seminar on the security of high speed systems organised in cooperation with the Transportation Security Administration (USA) and the 9th UIC World Security Congress organised in France in cooperation with SNCF during the last quarter of 2013.

The following concluding statement of the Congress was unanimously adopted by the participants.



8th UIC World Security Congress
24 – 26 October 2012
Bratislava, Slovakia

Concluding statement

Participants in the 8th UIC World Security Congress, organised by the International Union of Railways in collaboration with Slovakian Railways ZSSK, ZSR and ZSSK Cargo, commend this event which has once more helped to advance debate and decisions in the area of security, with particular regard to the congress' central theme of human factors, following the 2011 congress held in Rome, which focused on security technologies.

They take into account the new leadership of the security platform, henceforth chaired (for the next two years) by Mr Lubomir Hradisky, Head of ZSSK International Department, Slovakia and vice-chaired by Mr Pradeep Mehta, Director General of the Indian Railway Protection Force. This leadership confirms the global mission of this platform, which was decided in spring 2008.

They warmly thank the out-going chairman Mr Moha Khaddour (ONCF Morocco) for the efforts he undertook in the area of railway security while he served as vice-chairman alongside Mr Tadeusz Kaczmarek (PKP/PLK Poland) during the reorganisation of the platform, and then as chairman from 2010 to 2012.

They confirm the important role of "human factors" in security policies adopted by rail companies, which is the theme of this Bratislava Congress and the main subject area of one of the permanent working groups of the UIC security platform.

They would like this topic to be published – just like other key topics that have been tackled by the security division and platform – in the shape of a leaflet for example, so as to maintain the results of the shared debate and decisions, and to enable UIC members to use shared information in the most appropriate manner.



They ask the UIC security platform and division to continue investing in the various research projects – European or other – to represent the interests of the railway sector and to continue to pave the way for effective future solutions to meet this issue of growing importance, from minor everyday criminal acts and misconduct which affect public feelings of security and insecurity, to the most serious terrorist threats. As such, they wish for new risks such as cyber crime and CBRN risks (Chemical, Biological, Radiological and Nuclear) to be considered, in order to determine the responsibility of the various national and international authorities and that of the railway sector in partnership with the these authorities.

With regard to 2013, the participants ask the security division and platform to strengthen and deepen cooperation with other groups and bodies able to respond to railway security issues, and to continue to focus on the needs of railway activities:

- Passengers and in particular high speed systems and the major stations
- Freight and in particular the security of international corridors and specific features of the carriage of dangerous goods
- Railway systems and vulnerabilities associated with the extent of infrastructure and the ongoing implementation of new transmission technologies

They have noted the prospect of:

- Firstly holding a railway security event in India in 2013 thanks to the involvement of the Railway Protection Force and Indian Railways
- Secondly holding the 2013 UIC Security Congress in France in collaboration with SNCF

and give the UIC security division and platform the mandate to oversee the organisation of these events with the partners involved.

Bratislava, Slovakia, 26 October 2012

Security and research

PROTECTRAIL mid-term conference held on 24 October 2012 in Bratislava

After two years of work, the EU PROTECTRAIL project, which aims to improve security through better protection of railways and trains and to reduce disparity in security between European railway systems, held its mid-term conference on 24 October 2012 in Bratislava. Around 40 participants from 15 countries attended the conference.

The conference was opened by Lubomir Hradisky, Chairman of the UIC Security Platform and Head of Team for International Relations who highlighted the importance for Slovak Railways (ZSSK) to become a member of such a project. Jacques Colliard, Head of UIC Security Division, recalled the importance of the research projects for building railway security policies and the specific role of Protectrail as an integrated part of the solution to the various security needs referring to railway activities and structures.

The conference was the opportunity to take stock of the work already performed and to give details on the next steps and especially the scenarios that will be demonstrated next year in France, Italy and mainly in Poland.

The main achievements of the project and next steps were presented by the coordinator of the project and the leader of the sub-project on global integration.



PROTECTRAIL (242270) - The Railway-Industry Partnership for Integrated Security of Rail Transport



A concrete example is given below on how to improve the efficiency of a Security Operator in a Control Centre. All events generated by the sensors and other security solutions implemented are integrated in a single system:

- Geo-localisation: Show the position of the event on the map.
- Enrich: Show related information and video cams that help to solve the threat.
- Situation Awareness: Prepares the operator to act considering all possible aspects of the situation.
- Decision Making: Start an incident with a predefined workflow and detailed instructions. This improves the security and operational compliance in an Operation Centre.
- Correlation: The system can correlate events with each other and react dynamically on different system states.
- Investigation: Records all activities to replay and understand the cause and verify the compliance with the process. That also helps to continuously improve the processes.
- Training/Simulation: The staff can be trained in simulated situations.



The challenge of PROTECTRAIL is to make the single asset-specific solutions interoperable through a modular architectural framework. PROTECTRAIL will experiment with these new solutions, and based on the results of the demonstrations, will promulgate a new generation of standards.

Three related EU projects were also presented on this day:

Information was given by IFSTTAR (France) on the results of the blast tests and simulations of the SECUREMETRO designs.

Then Marie-Hélène BONNEAU, UIC Security Division, presented the EU SECRET research project, which addresses the protection of railway infrastructure against Electromagnetic (EM) attacks. This project started one month ago for a duration of three years. It will develop technical solutions to detect and manage electromagnetic attacks. The consortium will look after the compatibility of the developed solutions with the SOA architecture developed in PROTECTRAIL.

Finally the EU SECUR-ED demonstration project on security solutions for urban

transport was presented and the common activities with PROTECTRAIL were highlighted.

The mid-term conference was followed by the Stakeholders Advisory & Validation Group chaired by the leader of the sub-project on Functional and Technical Railway Security Specification. The representative of RFI (Italy) summarised the needs of end-users as follows: security solutions should be customisable for different needs (environment, scenarios, etc...), easy to use (user-friendly interfaces), easy to configure, reliable, available and above all affordable.

The next meeting of the Stakeholders Advisory & Validation Group will be held in the first quarter of 2013 and the final demonstration will be held in Poland during the last quarter of 2013.

Reminder: The project led by Ansaldo STS Spa started in September 2010 for a duration of 42 months and at a total cost of 21 million €. Six railways companies are involved in the consortium and act as end-users: LG (Lithuania), PKP PLK SA (Poland), RFI (Italy), SNCF (France), TCDD (Turkey) and ZSSK (Slovakia). The UIC Security Division is leading the dissemination sub-project. The objective is to guarantee that the project results will satisfy user needs and fulfil railway requirements, and in particular that proposed solutions are feasible for implementation from an economic, organisational and operational perspective.

More information available at www.protectrail.eu

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Sustainable Development

UIC Sustainability Awards 2012: winners announced at the 12th Sustainability Conference in Venice

Indian Railways, ÖBB, Eress and TRENITALIA receive awards

The 12th UIC Sustainability Conference, organised by FS and UIC, with the title "The

railway to a greener life”, was held in Venice from 25 – 27 October 2012. On the first day the conference featured high-level speakers from the United Nations, the EU Commission, Italian Government and the European Parliament, along with senior leaders from the railway sector from all over the world and an audience of over 200 delegates to discuss the role of railways in achieving a sustainable future for the transport sector. Among them were Mr Mauro Moretti, CEO of Italian Railways and Vice-President of UIC, Mr Vladimir Yakunin, President of Russian Railways (RZD), Mr Marc Juhel from the World Bank, Mr Ralph Wahnschafft from the UN and Mr Keir Fitch from the European Commission.

Jean-Pierre Loubinoux, UIC Director-General, opened the conference highlighting that “Transport is the fastest growing sector in terms of CO2 emissions, mainly due to the ever increasing demand for mobility and the rail sector is the key actor of this challenging period, as it has the potentiality to provide a solution, being responsible only for less than 2% of the total CO2 emissions from transport.”

He reminded the audience of UIC’s mission statement: “To promote rail transport at world level and meet the challenges of mobility and sustainable development, using a systematic complementary approach: strategy, improvement and communication.” Then Mr Loubinoux announced that UIC has been invited to join a working group to prepare the UN Secretary General’s High Level Panel on Sustainable Transport. Mr Loubinoux’s opening speech was followed by Mr Moretti who



Ugo Bergamo, Deputy Mayor of Venice, taking the floor



Around 200 delegates were present at the 12th UIC Sustainability Conference



Siim Kallas' message during the 12th UIC Conference

declared: “to achieve the environment goals, we need strong government commitment between countries; we should enhance economy and competition by eliminating political barriers.” He emphasised the “important role of rail in cities and not only as a long distance transport mode.” Finally, according to the Italian motto he said “we should tackle the most polluted modes first.”

Mr Yakunin praised UIC’s role in promoting rail as a sustainable way to develop economies and meet the challenges of society, stressed the importance of the Declaration for Sustainability signed by 50 prominent railways and underlined RZD’s ambitions to modernise and improve its services, forming a link between markets and continents.

The conference’s main topics addressed: railway development in the framework of the three pillars of sustainability, economic, social and environmental; the role of legislative framework in the development of sustainable railway transportation; rail and sustainable cities.

On the second day, along with parallel sessions of the UIC Sustainability Networks, the RIVAS project held its mid-term conference. Funded within the 7th Framework Programme (FP7) of the European Commission, this project aims at reducing the environmental impact of ground-borne vibrations while safeguarding the commercial competitiveness of the railway sector. The conference took stock of the achieved research results and defined the way ahead.



Mr Vladimir Yakunin addressing the floor



The Conference had a high media coverage



Parallel Session on Sustainable Mobility during the technical day

The third edition of the UIC Sustainability Awards was held at the 12th UIC Sustainability Conference.

Awards were given out in four categories: Sustainable Mobility, Energy and CO2, Sustainable Land Use and the Jury's Special Prize. The winners and highly-commended projects were as follows:

Sustainable Mobility Category Winner:

TRENITALIA: Integrated Sustainable Mobility

This initiative combines three innovative projects: Combined rail tickets and electric vehicle rentals; discounts for regular rail customers for high quality folding bicycles; and a train and car share initiative. These projects were developed to attract customers to rail while improving the sustainability of the door-to-door journey.

Sustainable Land Use Category Winner:

ÖBB Green Paper: Landscape sensitivity and potential of conflicts along the Austrian railway network

This ambitious project assessed the biodiversity characteristics of Austrian railway infrastructure and highlighted areas of particular sensitivity and conflict. The project created an interactive mapping tool to better plan future infrastructure work with a minimum of environmental impact and to help promote and enhance biodiversity.

Energy and CO2 Category Winner:

Eress Partnership: Erex sustainable railway energy system

Erex is a project that helps infrastructure managers and train operators reduce energy consumption and CO2 emissions, and save money by providing exact energy consumption data. The Erex system was developed by a non-profit organisation, Eress, jointly owned by its partners, Infrabel, Banedanmark, Jernbaneverket and Trafikverket.



Mr Jean-Pierre Loubinoux opening the RIVAS Mid-Term Conference



RIVAS stand at the Sustainability Conference

Jury's Special Prize:

Indian Railways: Improving Energy Efficiency in Railways by Leveraging Clean Development Mechanism

This project improved the energy efficiency of lighting in railway residential quarters in India. In total 1.41 million new low-energy light bulbs were installed. As well as delivering energy and CO2 savings, the project successfully leveraged the Clean Development Mechanism to support the project (the CDM is a global environmental investment and credit scheme developed by the United Nations).

UIC Director-General Jean-Pierre Loubinoux said:

“The UIC Sustainability Awards showcase some of the best initiatives to promote sustainable development in the railway sector. The winners represent the diversity of the topic, ranging from biodiversity protection, multi-modal connections, energy management and a project that leverages international climate financing. This was a highly competitive process with excellent candidates and we congratulate all the entrants for their dedication to improve sustainability.”

Background to the Awards

The UIC Sustainability Awards were introduced at the 10th UIC Sustainability Conference, which was held in London in September 2008. The aim of the Awards is to put the spotlight on and reward excellence to ground breaking projects and the significant efforts made within the rail sector to continuously improve its sustainability performance.

Highly Commended

In addition to the Winners, several projects received a Highly Commended certificate for excellent contributions to sustainable development in the railway sector. These were:

- Highly Commended: SusStations Partnership for SusStations – Supporting Sustainable Stations
- Highly Commended: Norfolk Community Rail Partnership Mobile Phone App
- Highly Commended: SBSN (Dutch Railways Remediation Foundation) Green on-site soil remediation
- Highly Commended: Italferr S.p.a. (Italian rail infrastructure manager) – Carbon Footprint in the design and construction phases
- Highly Commended: JBV (Norwegian rail infrastructure manager) – LCA Methodology for Railway Infrastructure – the Follo Line

For more information on the Winners and the Highly Commended entries please see www.uic.org/environment

Cleaner Development Mechanism

The Clean Development Mechanism (CDM), defined in Article 12 of the Protocol, allows a country with an emission-reduction or emission-limitation commitment under the Kyoto Protocol (Annex B Party) to implement an emission-reduction project in developing countries. Such projects can earn saleable certified emission reduction (CER) credits, each equivalent to one tonne of CO₂, which can be counted towards meeting Kyoto targets.

The mechanism is seen by many as a trailblazer. It is the first global, environmental investment and credit scheme of its kind, providing a standardised emissions offset instrument, CERs. A CDM project activity might involve, for example, a rural electrification project using solar panels or the installation of more energy-efficient boilers. The mechanism stimulates sustainable development and emission reductions, while giving industrialised countries some flexibility in how they meet their emission reduction or limitation targets.

For more information see: http://unfccc.int/kyoto_protocol/me... To learn more visit <http://www.uic-environment.org/> and <http://www.rivas-project.eu/>



Awards were given out in four categories:
Sustainable Mobility, Energy and CO₂,
Sustainable Land Use and the Jury's Special Prize

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Sustainable Development



President of JSC Russian Railways Vladimir Yakunin spoke at the 12th UIC Sustainability Conference Strategic Session

On 25 October the 12th UIC Sustainability Conference opened in Venice (Italy). The conference involved UIC Director-General Jean-Pierre Loubinoux, CEO of Ferrovie dello Stato Italiane, Vice-Chairman of UIC, Chairman of CER Mauro Moretti, President of JSC Russian Railways Vladimir Yakunin, and UN and World Bank representatives. European Commission Vice-President Siim Kallas addressed the conference participants in his video speech.

President of JSC Russian Railways Vladimir Yakunin gave the speech during the strategic session “Global and European context. Railway development in the framework of the three pillars of sustainability: economic, social, environmental.” His presentation covered the global transport system sustainability issue from RZD’s point of view. In his speech Vladimir Yakunin underlined the utmost importance of the part railroads play both for individual nations and globally. He said that despite the difficult situation due to the



From left to right: Mr Jean-Pierre Loubinoux, UIC Director-General, Mr Vladimir Yakunin, President of Russian Railways (RZD) and Mr Mauro Moretti, CEO of Italian Railways and Vice-Chairman of UIC



global economic crisis, many countries keep on raising investments in their railway systems.

“For Russia, the railway transport is in fact a key factor in the economy. JSC RZD is the largest transport company in Russia servicing over 44% of goods turnover and 30% of passenger turnover. According to some estimates, the company’s share in GDP is about 1.8%. Being an active investor RZD is one of the largest taxpayers in Russia. In 2011, the company paid over 268 billion rubles to the budget”, said the President of JSC Russian Railways.



Speaking on the company’s development, the President of RZD attracted the conference participants’ attention to the fact that railway operations in Russia didn’t stop for a single day during the crisis period. Vladimir Yakunin stressed that this was a company achievement since RZD implements strong social policy supporting employees for professional development and providing multilevel social backup. One of the main thrusts in the company’s policy is its youth policy, aimed at attracting and keeping young specialists in the company, involving them in important company decisions, and enhancing their personal and professional competence. At the same time the company provides support to retired employees.

“Our company is one of the largest employers in the country. JSC RZD employs about one million people. We are responsible for providing all of them with proper social support and for investing in human resources. Our employees are the company’s key assets”, said the RZD President.

He underlined that railways should render better transport service, cut travel time and expenses for their customers and passengers in order to successfully develop and solve issues that transport companies face in their everyday activities. According to Vladimir Yakunin, the only way to perform these important tasks is to permanently innovate, use innovative engineering solutions and new materials. He told the conference participants that RZD actively cooperates with leading international manufacturers and railway administrations. The importance of the international cooperation in this field is getting even bigger in the light of establishing the common economic space.

“We closely cooperate with our foreign partners on the project of establishing a new Eurasian corridor from the Pacific Ocean to Slovakia and Austria,” said Vladimir Yakunin.

Currently, the Russian railway network is implementing a set of measures to establish multimodal terminals and logistics centres along international transportation corridors

running through Russia. At the same time a backbone network for regular container routes is being developed, covering the junction points in the Russian railway system. The JSC Russian Railways President also expressed an opinion that the sustainable development of transport is impossible without the environmental pillar. He said that RZD pays serious attention to reducing harmful effects of technology on the environment: “The company has been deploying the long-term environmental strategy for several years already. It entails a significant reduction of harmful effects on the environment: 35% by 2015 and 70% by 2030. In 2009, “The RZD Environmental Strategy” won the Russian Ministry of Natural Resources and Environment “Best Environmental Project” award for the integrated environmental protection approach. From 2008 – 2011 RZD cut its stationary source emissions by 45% compared to 2007. Since the company’s establishment and early years, from 2003 to 2011, it has spent 3.9 billion rubles on environmental protection according to the “Ensuring Environmental Safety” investment project. In 2010, JSC Russian Railways together with other UIC members signed the Declaration on Sustainable Mobility and Transport based on the UNEP programme and the UN Global Compact agreement.

(Source: RZD)

Railway Terminology

11th UIC Terminology Group Meeting held in Warsaw

The annual meeting of the UIC Terminology Group was held in Warsaw from 18 – 19 October 2012 at the invitation of Polish Railways (PKP). The Terminology Group, which is composed of terminologists, translators, international affairs managers and technical experts, was welcomed by Ms Agnieszka Gajewska, Director of International Affairs at PKP.

Within the framework of the Terminology Group, UIC coordinates the translation work of 25 languages and is in charge of updating the RailLexic database in English, French



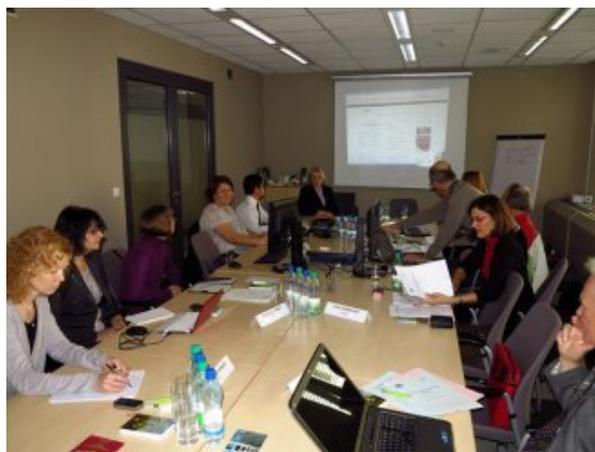
Mr Kálmán Somodi, Executive Secretary of the OSJD Committee welcomed a delegation of the UIC Terminology Group at OSJD

and German. The same database is used for creating the RailLexic CD-ROM with so far 22 languages and editing the trilingual UIC Railway Dictionary containing English, French and German.

This year's Terminology Group meeting served as a forum to exchange the latest developments and best practices in the field of terminology and to decide on priority projects to be implemented in the near future.

This meeting was also the occasion to learn more about the member's activities in the field of terminology. The Japanese delegate presented the online retrieval system of technical railway terminology implemented by the Railway Technical Research Institute (RTRI). Another presentation gave an insight into how terminology work was carried out at the Swedish Transport Administration (Trafikverket). OSJD's representative gave an overview on activities and languages used in the OSJD bulletin and documents. The group members warmly welcomed RZD's delegate, since RZD had joined the group after a long absence. The Russian delegate gave an overview of RZD's newly designed website and relevant information on topics related to terminology.

Moreover, the trilingual ERTMS Glossary which had been published this year by UIC was presented at the meeting. This glossary was initiated and developed by UIC's Control-Command, Signalling and Operations Sector in close cooperation with the Terminology Unit. RailLexic has been updated and enlarged amongst others by terms and definitions coming from this field. These and



other new terms have been delivered by UIC and can from now on be translated by the members of the Terminology Group.

Furthermore, the participants could exchange experiences about different ways of organising the translation process according to their needs. Finally a discussion took place about the timeframe in which the translation work of the new and updated terms could be finished.

The workshop on the second day gave participants the opportunity to discuss in detail functionalities and features of the web-based tool for terminology input and to learn how to use it. This interface which was especially created to meet the needs of the Terminology Group members, enabling them not only to retrieve terms and definitions but also to input them and to search for terms not yet translated.

Finally, a visit was organised to OSJD's Headquarters in Warsaw. The delegation of the UIC Terminology Group was welcomed by Mr Kálmán Somodi, the Executive Secretary of the OSJD Committee. First he underlined the importance of cooperation between OSJD and UIC in favour of railways. Then he explained to the delegates the modus operandi and role of the OSJD in the development of international freight and passenger traffic and the creation of a common railway transport environment in the Eurasian region. He placed particular emphasis on the development of the pan-European transport corridors and interoperability issues.

For further information please contact Rosalinde Taucher, Terminologist:
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Tracks and Structures / Asia

Optimising Rail Track Investment and Maintenance Seminar, Seoul (Korea), 21 – 22 November 2012

UIC, in close association with Korea Railroad Research Institute (KRRRI), is organising the Optimising Rail Track Investment and Maintenance Seminar in Seoul (Korea) from 21 to 22 November 2012.

In Europe, the Innotrack project has been one of the major research projects of these last years in the field of railway infrastructure. Cooperative work between a large panel of leading railway stakeholders has enabled a multitude of innovative solutions to be developed towards the significant reduction of both investments and maintenance-related infrastructure costs.

These solutions have been assessed from a technical, logistics and life cycle cost point of view and have been demonstrated to be of international interest. The International Seminar on Innovative Track Technologies will highlight important results of this innovative project and put them in perspective together with the last innovations developed in Korea.

Furthermore, UIC recently undertook a study on rail sleepers for the benefit of its members. Sleeper optimisation cannot be performed by adopting international sleeper standards. The mix of theoretical and empirical formulae, in combination with the railway strategies in the existing sleeper standards, will be discussed. Simulations of dynamic train-track interaction, using a theoretical model validated with track measurements, have been employed to illustrate the influence of the most important parameters for sleeper design. This enables a design procedure without adding multiple safety factors leading to a very conservative sleeper design. The vast number of sleepers that are produced around the world requires a production method that is rational and consistently delivers high quality sleepers. The seminar will also highlight the most critical features of such a production method and these will also be demonstrated during the planned sleeper plant visit.

UIC is pleased to invite you to attend the seminar, which is being offered free of charge to UIC Asian participants.

All practical information, the programme and the registration are available online: <http://www.uic.org/spip.php?article3010>



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News from UIC Members



Raben Group and VR Transport to cooperate in Poland, Slovakia and the Czech Republic

VR Transport has concluded a cooperation agreement with Raben Group on road transport to Poland, Slovakia and the Czech Republic. The cooperation starts on 29 October 2012 and covers all groupage, part and full load transport by road between Finland and the countries of Poland, Slovakia and the Czech Republic.

“Thanks to the cooperation we are able to offer even more competitive and higher quality transport services in cooperation with Raben Group, one of the leading logistics operators in these countries. Going forward, we will extend our service to other countries in which Raben Group operates”, says the head of VR Group’s Logistics Division, Senior Vice-President Rolf Jansson.

VR Transport has in line with its strategy sold Transport International Group’s holdings in Poland, Slovakia and the Czech Republic and continues its operations through a partnership agreement.

Raben Group was established in 1931 and has operated in Poland from 1991. The company has an extensive pick-up and delivery network in Poland, Slovakia and the Czech Republic and other parts of Europe. The company has 8,000 employees internationally.

Operations in Finland continue as at present.

Transport International Group operates VR Transport’s international road transport and offers groupage, part and full load transport services between Finland and the following countries and areas: Russia, the Baltic States and Central Eastern European Countries.

(Source: VR)

Next meetings scheduled

- 19-23 November 2012: Training, Chengdu Railway university (Chengdu, China)
- 20 November 2012: PROTECTRAIL Project Review (Paris)
- 21-23 November 2012: 47th CENELEC TC9X meeting (Prag)
- 22-23 November 2012: Optimising Rail Track Investment and Maintenance Seminar (Seoul, Korea)
- 22 November 2012: RCG plenary meeting (CER HQ - Brussels)
- 27 November 2012: 4th RSF Sector Energy Sector Steering Committee Meeting (Paris)
- 29 November 2012: RSF Steering Board (UIC, Paris)
- 3-4 December 2012: Expertise Development Platform (Eskisehir, Turkey)
- 4-5 December 2012: Statistics Steering Committee (UIC HQ)
- 5 December 2012: 3rd meeting of the working group "Metal Theft" (Paris, UIC HQ)
- 6 December 2012: Statistics Plenary meeting (UIC HQ)
- 7 December 2012: 3rd meeting of the working group « Security : strategy and Regulation » (Brussels)
- 11 December 2012: EMC & 15th European Regional Assembly (UIC Paris)
- 11 December 2012: Executive Board (UIC Paris)
- 12 December 2012: 81st General Assembly
- 12 December 2012: RESTRAIL Info day (Paris, UIC HQ)
- 15-17 January 2013: UIC GLOBAL SIGNALLING & TELECOM CONFERENCE (Delhi, INDIA)
- 30-31 January 2013: PoSE meeting (Paris, UIC HQ)
- 6 February 2013: Safety Platform Core Group (UIC HQ PARIS)
- 6 March 2013: NHM-Sitzung (Paris - UIC Gebäude)

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